



Grain Transportation Report

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Transportation and Marketing Programs/Transportation Services Branch
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Mexico Transport Cost Indicator: Transportation Accounts for Half of the Total Landed Cost of Shipping Corn from Illinois to Guadalajara, Mexico. Although the total landed cost varies according to the value of the crop, transportation costs range from 23-48 percent of transporting grains (corn, soybeans, and wheat) from the U.S. to Mexico. During the 4th quarter of 2004, the total transportation cost of shipping one metric ton of corn from the United States to Guadalajara by water was 48 percent of the total landed cost, whereas the cost for soybeans was 25 percent (see figure 1 and 2). These high transportation costs reflect unusually high

Figure 1 - Cost of shipping grain from the United States to Guadalajara, Mexico by water, 4th quarter 2004

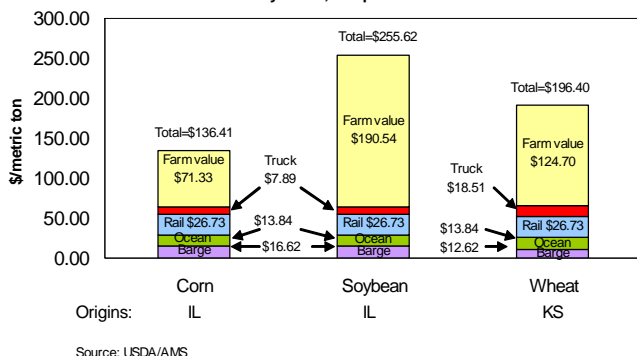
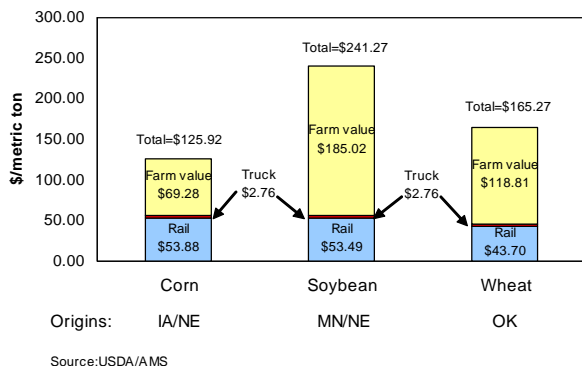


Figure 2 - Cost of shipping grain from the United States to Guadalajara, Mexico by land, 4th quarter 2004



ocean freight and barge rates (see *Grain Transportation Report* (GTR) 3/3/05). During the same period, inspections of major grain types such as corn, soybeans, and wheat from the U.S. Gulf to Mexico totaled about 1.8 million metric tons, accounting for about 9 percent of total grain inspections at the U.S. Gulf. In addition, cross-border grain rail deliveries to Mexico represented 22 percent of total U.S. grain rail deliveries to port totaling about 2.2 million metric tons in the last quarter of 2004.

The Mexico Transportation Indicator offers a logistics overview of two alternative routes, land and water, for moving grain from the United States to Mexico. Top corn, soybean, and wheat producing states are identified as originating points in the United States. In addition, the origination points in the United States were chosen based on the most competitive transportation mode available to that location. Farm values for corn, soybeans and wheat are the average quarterly local elevator prices reported in the GTR Grain Bid Summary (see figure 1 inside the report). Rail rates are based on Burlington Northern Santa Fe, Union Pacific, and Transportación Ferroviaria Mexicana current public tariffs. The Illinois River is used as the waterway origin for corn and soybeans and the St. Louis area on the Mississippi River for wheat. (see figure 6 inside the report). Average quarterly barge rates are calculated using USDA Spot Market Survey from

the GTR (see table 9 inside the report). Farm truck rates are from U.S. grain industry survey results published in the *Grain Transportation Market Advisory Quarterly* (see table 11 inside the report). Quarterly ocean rates are estimated based on information collected from industry sources. Ocean freight rates for shipping grain from the United States to Mexico show a similar pattern as the rates for the benchmark grain route (U.S. Gulf to Japan).

Guadalajara is chosen as the final destination point because it is located in the state of Jalisco, one of largest livestock and poultry producing states in Mexico (Sistema de Información Agropecuaria de Consulta – SIACON/SIAP/SAGARPA). Mexico is the second largest agricultural trading partner of the United States (behind Canada), accounting for about 14 percent of the total value of U.S. agricultural exports in 2004. Bulk commodities comprised 37 percent of the total value of U.S. agricultural exports to Mexico. Coarse grains, wheat, and soybeans represented more than one quarter of the total value of U.S. agricultural exports to Mexico during 2004 (USDA, Foreign Agricultural Trade Data). Delmy.Salin@USDA.gov; Surajudeen.Olowolayemo@USDA.gov

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
03/09/05	146	88	153	278	283
Compared with last week	↑	↓	↓	↑	↑

*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car);

barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2--Market update: U.S. origins to export position price spreads (\$/bushel)

Commodity	Origin--destination	3/4/2005	2/25/2005
Corn	IL--Gulf	-0.58	-0.64
Corn	NE--Gulf	-0.64	-0.67
Soybean	IA--Gulf	-0.83	-0.91
HRW	KS--Gulf	-0.85	-0.61
HRS	ND--Portland	-1.39	-1.46

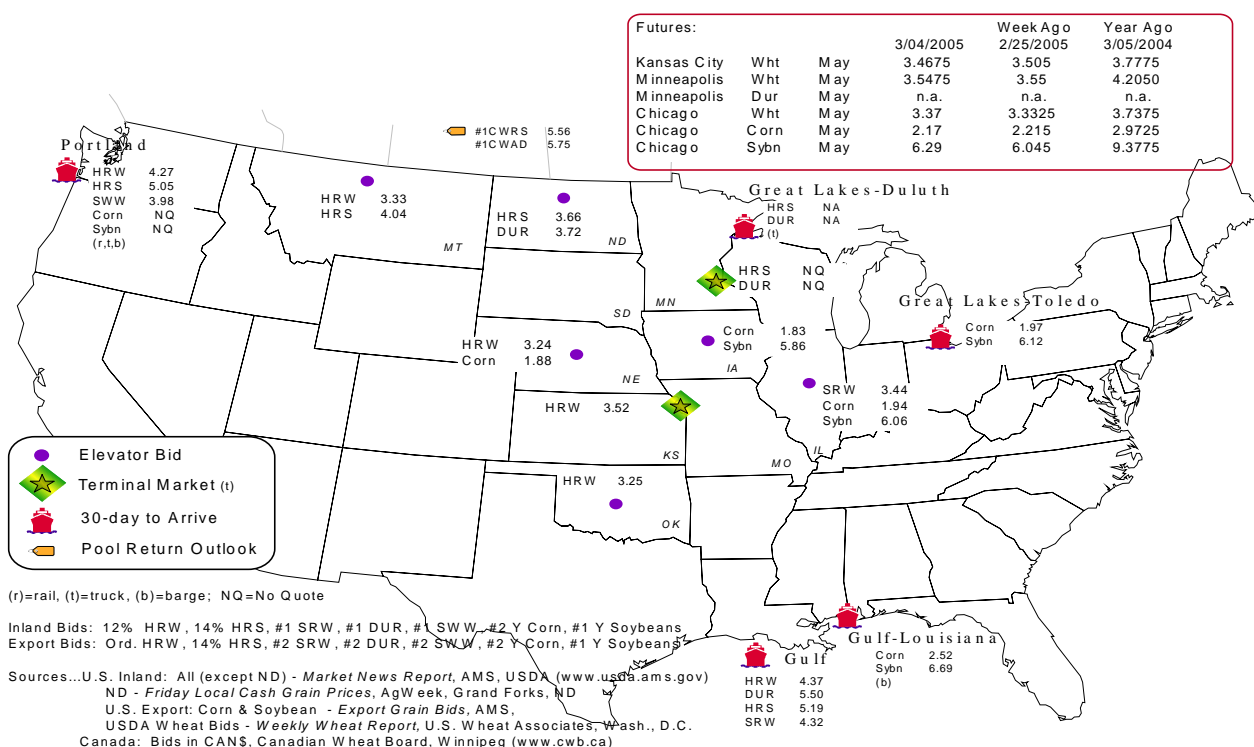
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

Table 3--Rail deliveries to port (carloads)*

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
03/02/2005 ^p	509	2,162	1,705	4,711	489	9,576
2/23/2005 ^r	354	2,196	1,714	5,199	498	9,961
2005 YTD	3,720	15,761	13,544	41,494	4,598	79,117
2004 YTD	1,884	23,135	7,763	37,656	2,711	73,149
2005 as % of 2004	197	68	174	110	170	108
Total 2004	10,475	92,073	67,992	209,625	10,986	391,151
Total 2003**	14,843	88,194	48,805	157,125	20,509	329,476

(*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (**) Excludes 53rd week; YTD = year-to-date; p = preliminary data;

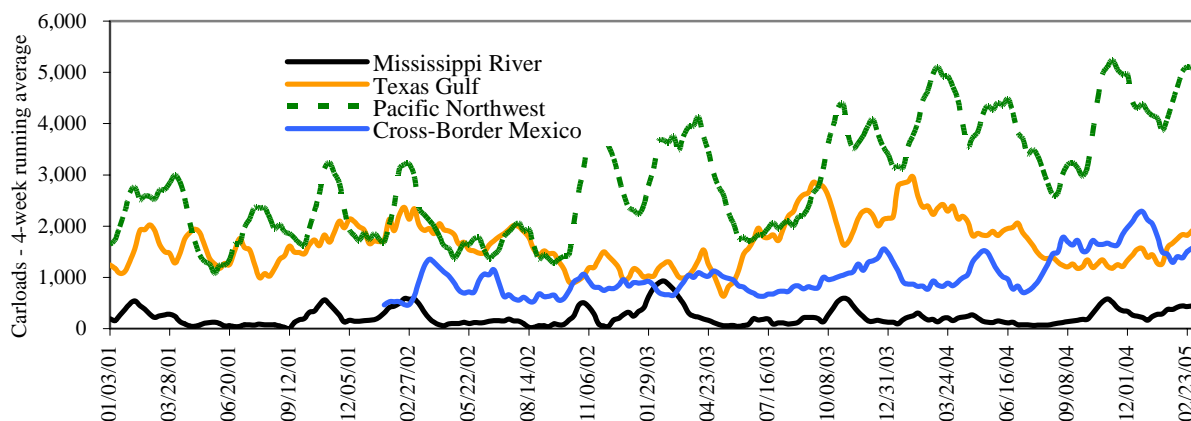
r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

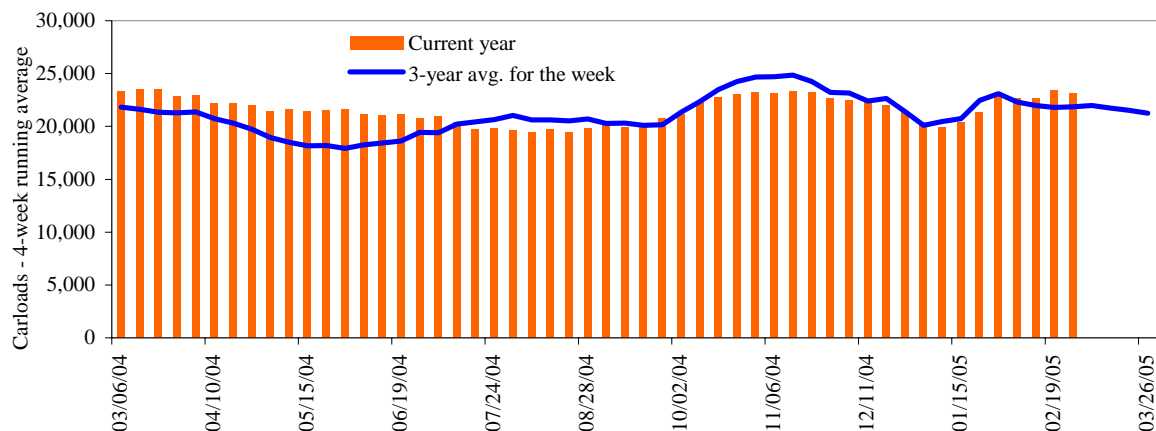
Figure 2

Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

Table 4--Class I rail carrier grain car bulletin (grain carloads originated)

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
02/26/05	2,569	3,549	9,131	637	5,778	21,664	4,905	4,356
This week last year	3,219	4,040	10,226	675	6,586	24,746	4,327	3,631
2005 YTD	25,008	27,889	77,642	5,644	47,190	183,373	36,906	33,222
2004 YTD	24,100	28,546	75,672	4,964	53,321	186,603	36,499	27,542
2005 as % of 2004	104	98	103	114	89	98	101	121
Total 2004	142,206	169,650	458,587	27,618	327,510	1,125,571	237,664	210,060

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

Table 5--Rail car auction offerings, week ending 3/05/05 (\$/car)*

Delivery for:	Apr. 05	May-05	Jun. 05
BNSF ¹			
COT/N. grain	no offer	\$10	\$2
COT/S. grain	no offer	\$12	\$8
UP ²			
GCAS/Region 1	no offer	no offer	no offer
GCAS/Region 2	no offer	\$1	no offer

*Average premium/discount to tariff, last auction

¹BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

²UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

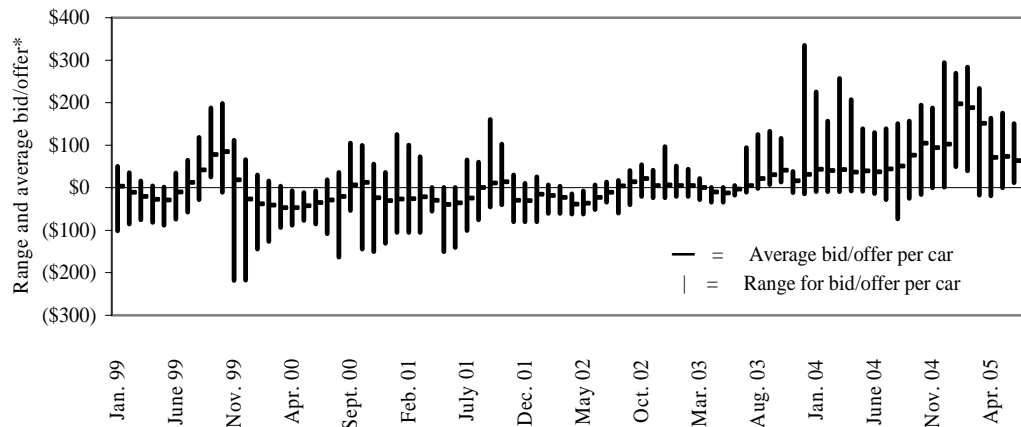
Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Secondary rail car market, delivery month-year



*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

Average bid/offer is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Range for bid/offer shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Table 6--Weekly secondary rail car market, week ending 3/05/05 (\$/car)*

	Delivery period			
	Apr. 05	May-05	Jun-05	Jul-05
BNSF-GF	\$5	\$5	\$20	\$18
Change from last week	-\$5	-\$5	\$8	-\$5
UP-Pool	-\$19	\$0	\$13	\$43
Change from last week	-\$9	\$0	\$0	-\$2

*Average premium/discount to tariff, \$/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7--Tariff rail rates for unit and shuttle train shipments*

Effective date:					
3/7/2005					
	Origin region	Destination region	Rate/car	Rate/metric ton	Rate/bushel**
<u>Unit train*</u>					
Wheat	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	Kansas City, MO	Galveston, TX	\$1,920	\$21.16	\$0.58
	Minneapolis, MN	Portland, OR	\$4,148	\$45.72	\$1.24
	St. Louis, MO	Houston, TX	\$2,145	\$23.64	\$0.64
	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Chicago, IL	Richmond, VA	\$2,002	\$22.07	\$0.60
Corn	Minneapolis, MN	Portland, OR	\$3,600	\$39.68	\$1.01
	Chicago, IL	Baton Rouge, LA	\$2,510	\$27.67	\$0.70
	Council Bluffs, IA	Baton Rouge, LA	\$2,370	\$26.12	\$0.66
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.50
	Council, Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
	Kansas City, MO	Dalhart, TX	\$1,965	\$21.66	\$0.55
	Columbus, OH	Raleigh, NC	\$1,700	\$18.74	\$0.48
Soybeans	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Chicago, IL	Baton Rouge, LA	\$2,355	\$25.96	\$0.71
	Council Bluffs, IA	Baton Rouge, LA	\$2,215	\$24.42	\$0.66
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.54
	Chicago, IL	Raleigh, NC	\$2,391	\$26.36	\$0.72
<u>Shuttle Train</u>					
Wheat	St. Louis, MO	Houston, TX	\$1,895	\$20.89	\$0.57
	Minneapolis, MN	Portland, OR	\$3,993	\$44.01	\$1.20
Corn	Fremont, NE	Houston, TX	\$2,665	\$29.38	\$0.75
	Minneapolis, MN	Portland, OR	\$3,450	\$38.03	\$0.97
Soybeans	Council Bluffs, IA	Houston, TX	\$2,785	\$30.70	\$0.84
	Minneapolis, MN	Portland, OR	\$3,410	\$37.59	\$1.02

*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8--Tariff rail rates for U.S. bulk grain shipments to Mexico

Effective date:						
3/7/2005	Origin state	Border crossing region	Train size	Rate/car ¹	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,742	\$28.02	\$0.76
	ND	Eagle Pass, TX	Shuttle	\$5,426	\$55.44	\$1.51
	OK	El Paso, TX	Shuttle	\$2,155	\$22.02	\$0.60
	OK	El Paso, TX	Shuttle	\$2,241	\$22.90	\$0.62
	AR	Laredo, TX	Unit	\$2,165	\$22.12	\$0.60
	IL	Laredo, TX	Shuttle	\$2,970	\$30.35	\$0.83
	MT	Laredo, TX	Shuttle	\$5,714*	\$58.38	\$1.59
	TX	Laredo, TX	Shuttle	\$1,598*	\$16.33	\$0.44
	MO	Laredo, TX	Unit	\$2,678*	\$27.36	\$0.74
	WI	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
Corn	NE	Brownsville, TX	Shuttle	\$2,995	\$30.60	\$0.78
	NE	Brownsville, TX	Shuttle	\$3,429*	\$35.04	\$0.89
	IA	Eagle Pass, TX	Unit	\$3,225	\$32.95	\$0.84
	MO	Eagle Pass, TX	Shuttle	\$2,932*	\$29.96	\$0.76
	NE	Eagle Pass, TX	Shuttle	\$3,332*	\$34.05	\$0.86
	IA	Laredo, TX	Unit	\$3,225*	\$32.95	\$0.84
Soybean	IA	Brownsville, TX	Shuttle	\$2,880	\$29.43	\$0.80
	MN	Brownsville, TX	Shuttle	\$3,176	\$32.45	\$0.88
	NE	Brownsville, TX	Shuttle	\$2,688	\$27.47	\$0.75
	NE	Eagle Pass, TX	Shuttle	\$2,765	\$28.25	\$0.77
	IA	Laredo, TX	Unit	\$2,918*	\$29.82	\$0.81

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

¹Rates are based upon published tariff rates for high-capacity rail cars.

*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

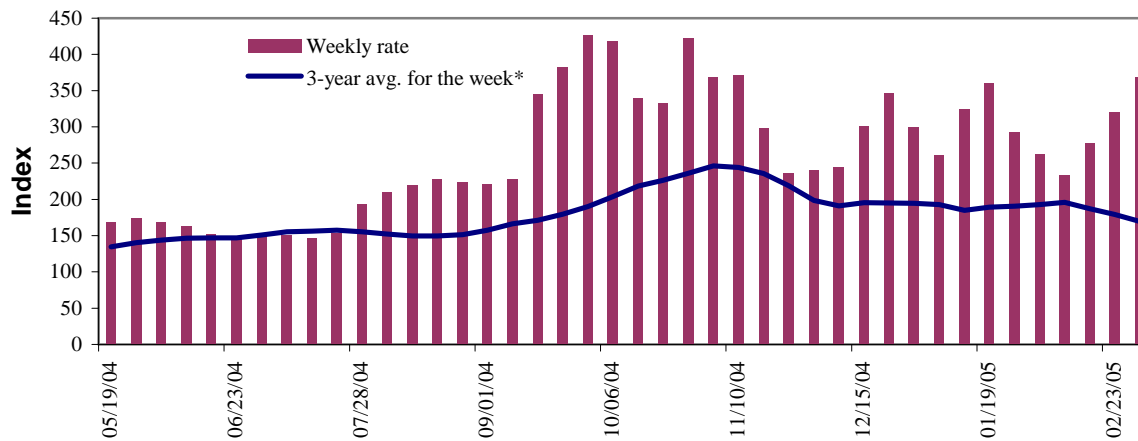
**Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

Sources: www.bnsf.com, www.uprr.com

Barge Transportation

Figure 5

Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; *4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

Table 9--Barge rate quotes: southbound barge freight

Location	3/2/2005	2/23/2005	Apr '05	June '05
Twin Cities	n/a	n/a	283	291
Mid-Mississippi	320	n/a	284	276
Illinois River	369	320	270	264
St. Louis	323	313	239	225
Lower Ohio	323	289	253	235
Cairo-Memphis	298	291	231	209

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Benchmark tariff rates

Calculating barge rate per ton:

(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

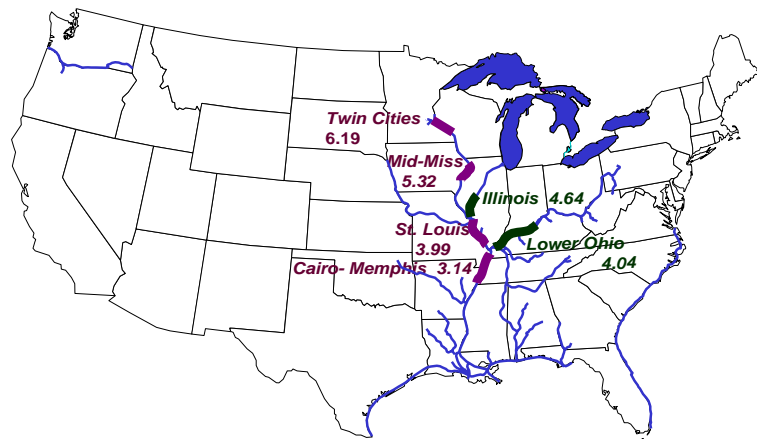
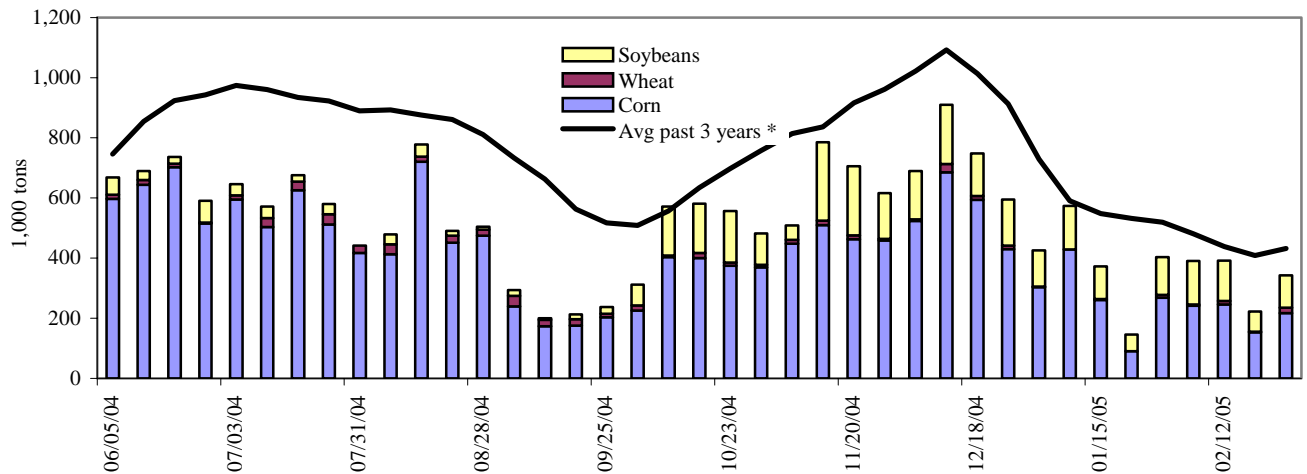


Figure 7

Barge movements on the Mississippi River (Locks 27 - Granite City, IL)

* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

Table 10--Barge grain movements (1,000 tons)

Week ending 2/26/2005	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	5	0	6	0	11
Alton, IL (L26)	234	10	136	0	379
Granite City, IL (L27)	217	18	108	0	343
Illinois River (L8)	246	11	76	0	333
Ohio River (L52)	129	44	18	0	191
Arkansas River (L1)	0	11	14	0	26
2005 YTD	2,777	222	1,576	137	4,712
2004 YTD	3,515	382	1,186	167	5,250
2005 as % of 2004 YTD	79	58	133	82	90
Total 2004	26,235	2,701	6,784	843	36,563

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1.

"Other" refers to oats, barley, sorghum, and rye.

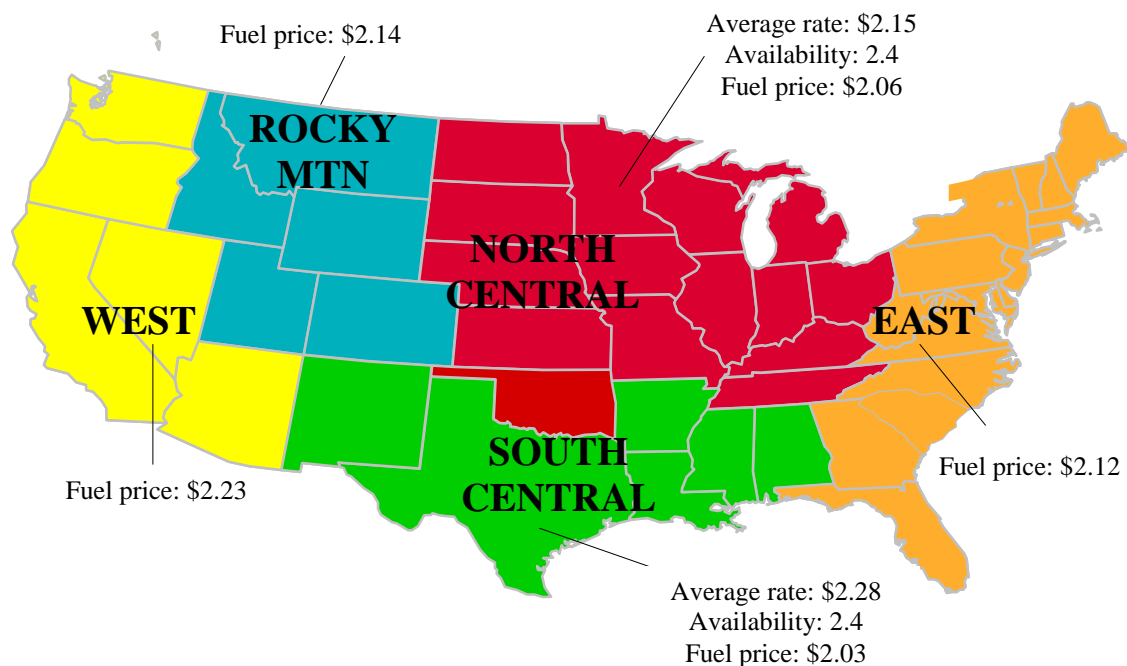
Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webtrpts/default.asp)

Note: Total may not add exactly, due to rounding

Truck Transportation

Figure 8

U.S. grain truck market advisory, 4th quarter 2004*



*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, www.eia.doe.gov

Table 11--U.S. grain truck market overview, 4th quarter 2004

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	Rate per mile			Rating compared to same quarter last year		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average¹	2.89	1.94	1.75	2.5	3.2	2.9
North Central region²	2.75	1.97	1.74	2.4	3.5	3.0
Corn	3.03	1.95	1.88	2.1	3.6	3.0
Wheat	2.27	2.05	1.67	2.6	3.0	2.8
Soybean	2.94	1.88	1.97	1.9	3.4	2.8
South Central region²	3.03	1.95	1.86	2.4	2.6	2.3
Corn	3.06	1.97	1.82	2.3	2.5	2.3
Wheat	2.75	1.85	1.78	2.3	3.0	2.5
Soybean	3.39	2.21	2.11	1.5	2.3	2.3

Rates are based on trucks with 80,000 lb weight limit

*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA

¹National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

²Commodity rates per mile include the average of the top 3 producing states within the region.

Source: Transportation and Marketing Programs/AMS/USDA

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 12--Retail on-highway diesel prices*, week ending 03/7/05 (US\$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.163	0.046	0.524
	New England	2.288	0.047	0.526
	Central Atlantic	2.280	0.047	0.540
	Lower Atlantic	2.102	0.046	0.518
II	Midwest	2.113	0.049	0.525
III	Gulf Coast	2.100	0.065	0.534
IV	Rocky Mountain	2.229	0.055	0.606
V	West Coast	2.450	0.038	0.605
	California	2.408	0.032	0.481
Total	U.S.	2.168	0.050	0.540

*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Grain Exports

Table 13--U.S. export balances (1,000 metric tons)

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
2/24/2005	1,637	328	1,373	485	112	3,935	6,950	3,691	14,576
This week year ago	2,252	961	1,386	902	173	5,673	9,094	3,032	17,799
Cumulative exports-crop year 2/									
2004/05 YTD	7,219	2,810	6,020	3,923	466	20,437	22,564	21,419	64,420
2003/04 YTD	9,475	2,786	4,908	3,701	799	21,669	23,722	19,719	65,110
2004/05 as % of 2003/04	76	101	123	106	58	94	95	109	99
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

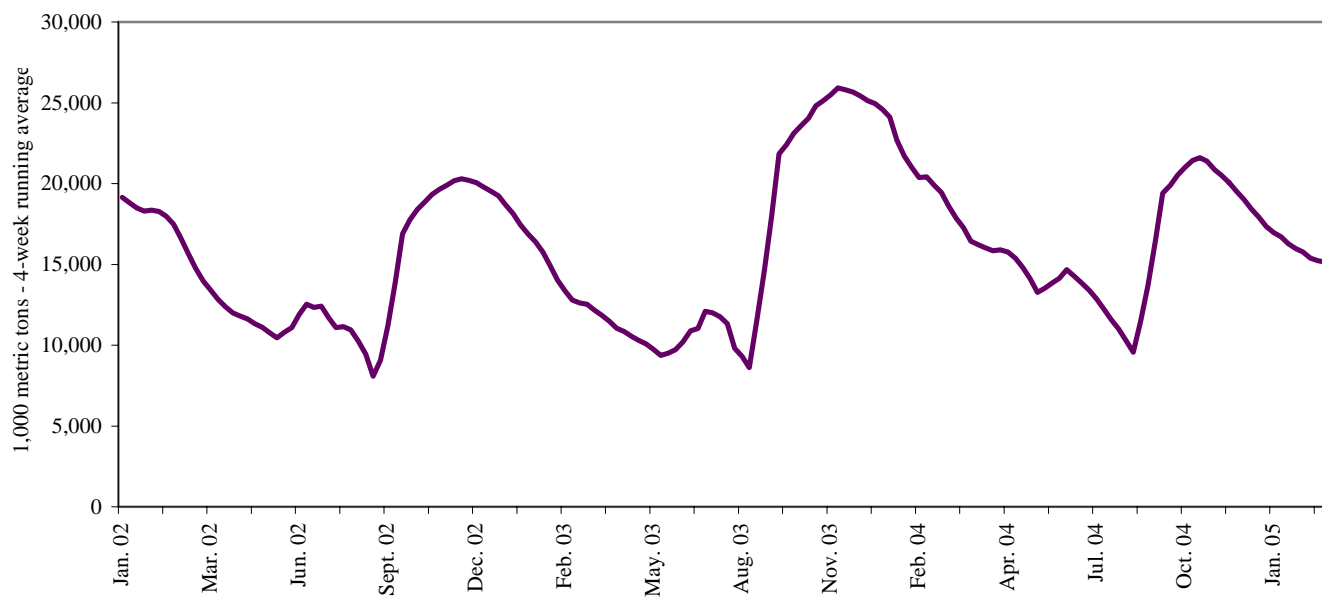
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for corn and soybean sales

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Figure 9

U.S. grain, unshipped export balance, including wheat, corn, and soybean sales



Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

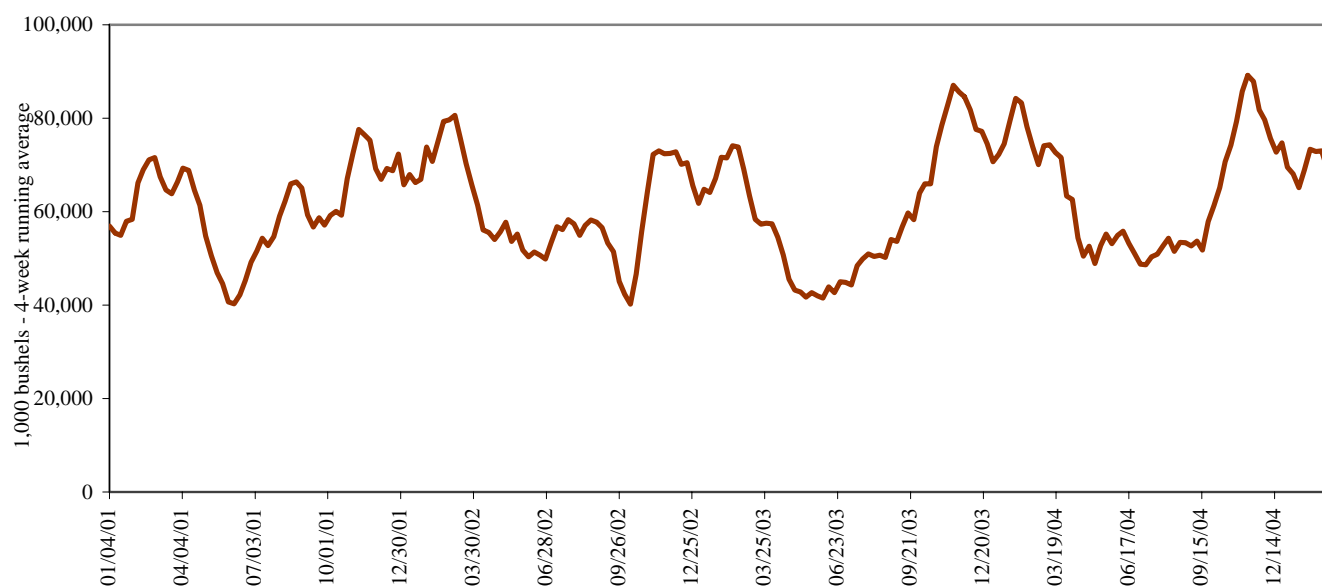
Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
03/03/05	114	231	207	84	569	432	74	22	0	551	1,085	96
2005 YTD	2,033	1,448	1,556	934	4,841	4,818	953	176	6	5,036	10,593	1,135
2004 YTD	2,125	1,400	1,215	1,253	6,005	4,025	1,997	44	0	4,741	11,282	2,041
2005 as % of 2004	96	103	128	75	81	120	48	404	0	106	94	56
2004 Total *	12,121	9,741	4,753	7,154	32,851	15,540	7,936	131	23	26,615	55,546	8,089

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa); YTD: year-to-date; * includes 53rd week

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Over 60 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2003.

Figure 10

U.S. grain inspected for export (wheat, corn, and soybeans)

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa)

Ocean Transportation

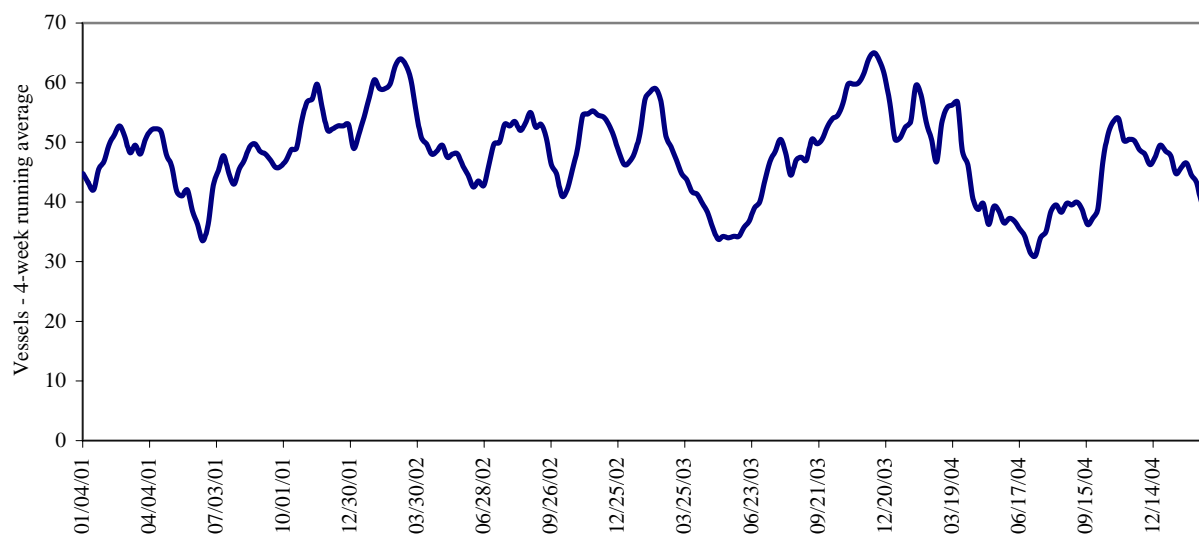
Table 15--Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
3/3/2005	31	41	61	7	5
2/24/2005	35	50	55	7	n/a
2004 range	(10..43)	(25..73)	(38..96)	(4..16)	(0..18)
2004 avg.	24	45	61	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

Gulf Port grain vessel loading (past 7 days)



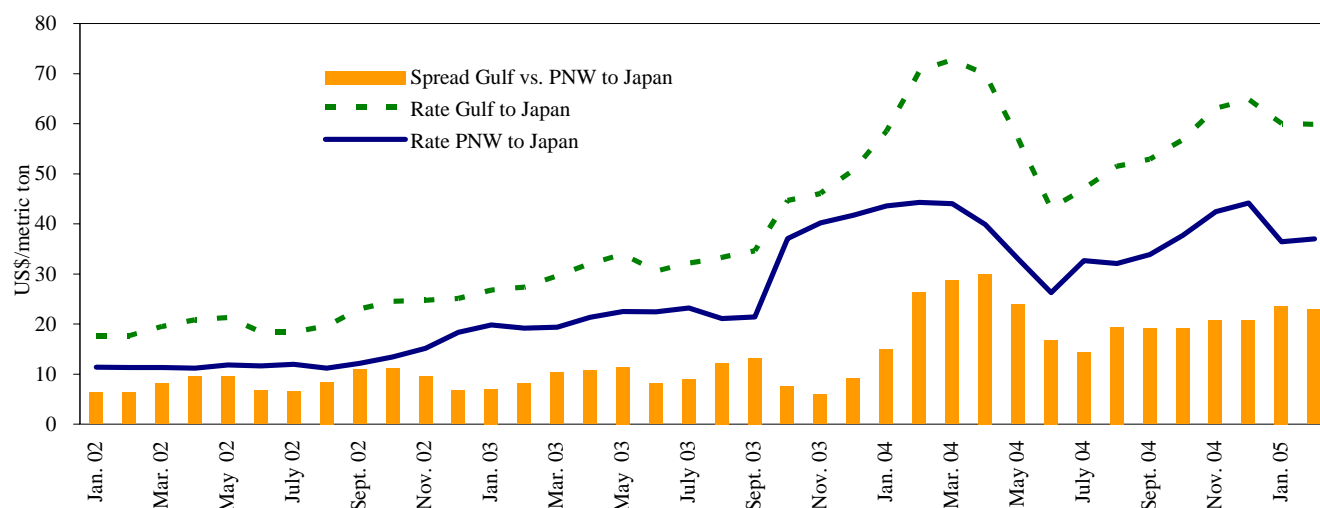
Source: Transportation & Marketing Programs/AMS/USDA

Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)

Countries/ regions	2004 4th qtr	2003 4th qtr	Percent change	Countries/ regions	2004 4th qtr	2003 4th qtr	Percent change
Gulf to				Pacific NW to			
Japan	\$60.83	\$41.83	45	Japan	---	---	---
China	\$56.35	\$45.50	24				
N. Europe	---	---	---	Argentina/Brazil to			
N. Africa	---	\$35.00	---	Med. Sea	---	\$38.50	---
Med. Sea	---	\$31.75	---	China	---	---	---

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

Grain vessel rates, U.S. to Japan

Source: Baltic Exchange (www.balticexchange.com)

Table 17--Ocean freight rates for selected shipments, week ending 03/05/05

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Japan	Hvy Grain	Feb 1/12	54,000	61.00
U.S. Gulf	Japan	Hvy Grain	Feb 1/12	54,000	60.60
U.S. Gulf	Japan	Hvy Grain	Mar 1/2	54,000	59.75
U.S. Gulf	Mauritania	Wheat	Mar 7/17	8,750	69.75
U.S. Gulf	Haiti*	Wheat	Feb 19/28	8,300	59.18
U.S. Gulf	Kenya	Wheat	Mar 1/10	5,000	78.50
PNW	Kenya	Wheatflour	Mar 5/15	34,000	74.00
River Plate	Algeria	Wheat	Feb 5/15	25,000	59.50

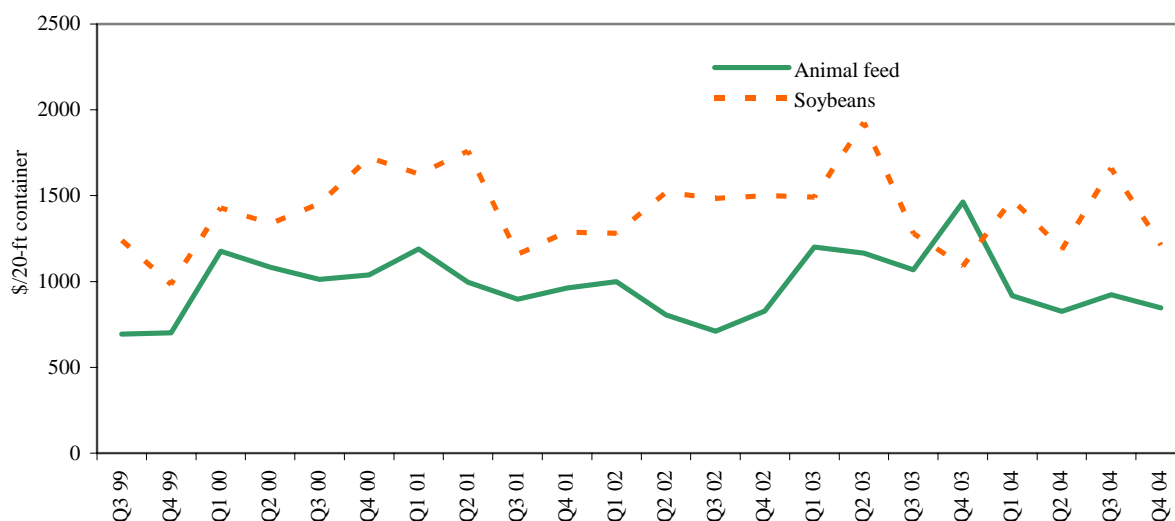
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

Weighted average rates¹ for containerized shipments of animal feed and soybeans to selected Asian countries



¹ Animal Feed: Busan-Korea (14%), Kaohsiung-Taiwan (24%), Tokyo-Japan (38%), Hong Kong (20%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (4%), Keelung-Taiwan (53%), Tokyo-Japan (44%), Bangkok-Thailand (0.2%)

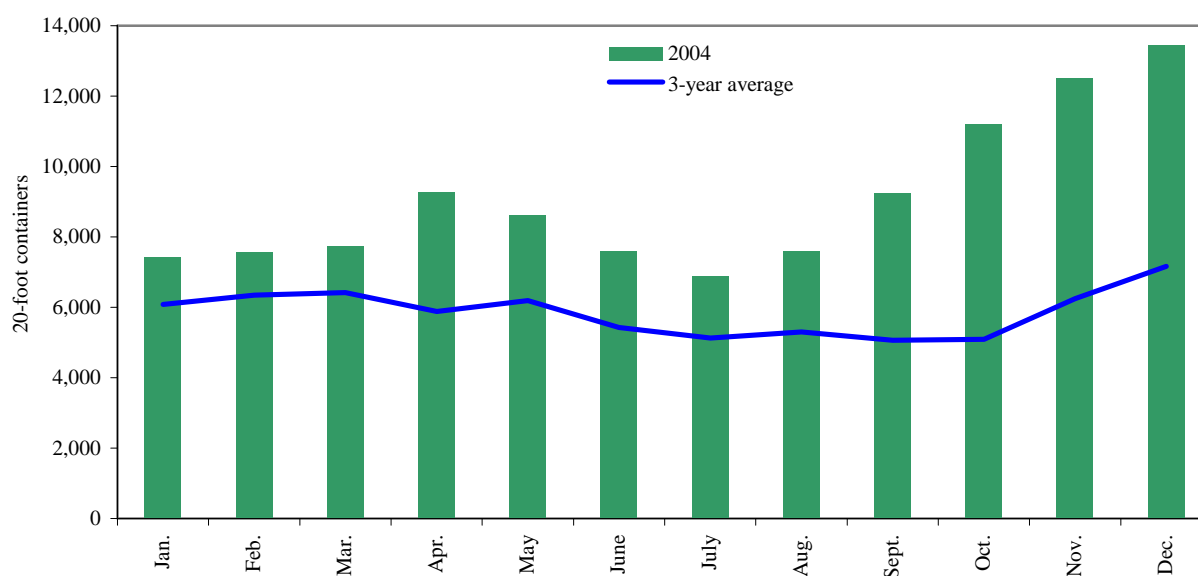
Quarter 4, 2004.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

Figure 14

Monthly shipments of containerized grain for 2004 compared with a 3-year average



Note: PIERs data is available with a lag of approximately 40 days

Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

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Related Websites

<i>Agricultural Container Indicators</i>	http://www.ams.usda.gov/tmd2/agci/
<i>Ocean Rate Bulletin</i>	http://www.ams.usda.gov/tmd/Ocean/index.asp

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